

MACHINE SERVICE BULLETIN NO. 221

SUBJECT: Changes made in Intermediate Gear Shaft and Carrying Shaft. All "L" and "M" Models.

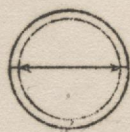
DATE: April 3, 1935

TO ALL OFFICES:

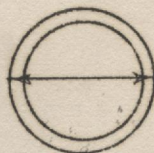
This Bulletin illustrates and describes changes that have been made in the intermediate gear shafts and carrying shafts of all "L" and "M" models.

- 1 The diameters of the check springs have been increased. This is necessary due to the smaller diameter check spring permitting the intermediate gears to travel beyond their stopping point before positioning; this occasionally caused an overthrow. By increasing the diameter of the check spring the intermediate gears slow up before they reach the stopping point and then settle into position without overthrowing.

Check Springs



Old style



New style

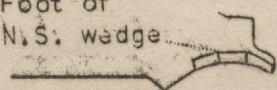
- 2 A slight amount of stock has been removed from the front face of the wedges. This stock was removed due to the wedge being too close to the registering dial carry pins which made it necessary to set the carriages slightly forward of the position in which they would be set to obtain the correct mesh between the dial gears and intermediate gears.

Wedge

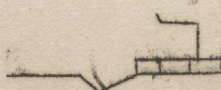


- 3 The foot of the wedge has been made round so that it conforms with the curve of the carry arm. Prior to this there were occasions when, unless the carriage was set to a very deep mesh, the wedge was not always knocked down by the carry pin soon enough to cam the dog into the next intermediate gear. In other words, the foot of the wedge could come down on top of the dog. Due to this change the wedge does not have to be depressed so far before it comes into the path of the dog.

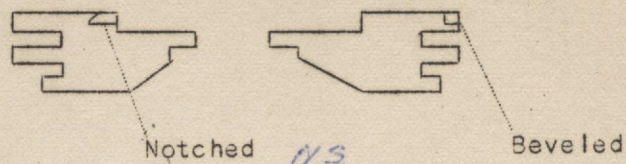
Foot of
N.S. wedge



Foot of
O.S. wedge



- 4 The point on the dog at which it contacts the wedge has been notched and beveled. This is necessary to overcome a condition wherein the dog when striking the foot of the wedge would restore the wedge and drop the carry, instead of being cammed out. The new dogs take hold of the wedge and hold it in position instead of having a tendency to knock it upward.



The adjustable intermediate gear shaft collars provide means of controlling the depression of individual wedges. When a quick depression of a wedge is required, move the collar toward the keyboard; if a delayed depression is called for, turn the collar toward the rear of the machine. After the desired adjustment has been made tighten the set screw securely. If it is necessary to install a complete set of these collars they should be adjusted to suit the normal knockdown condition of new machines.

FOR M MODELS

50-335 L.H. end
50-336 Regular
50-348 R.H. end

Intermediate gear
shaft collar and
set screw



FOR L MODELS

See Machine
Service Bulletin
No. 95-C

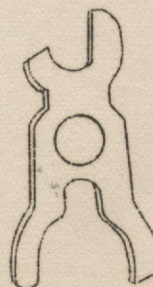
Support arms

New style



2313 xl

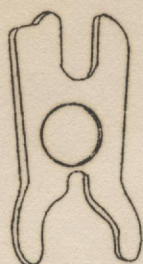
Old style



2313 O.S.



2314 OS

SUPPORT ARMS

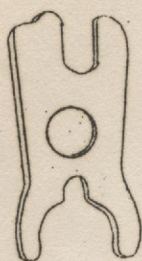
3314x1



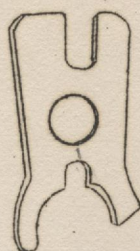
3314 1/8x1



3811 1/4x1



3314 OS

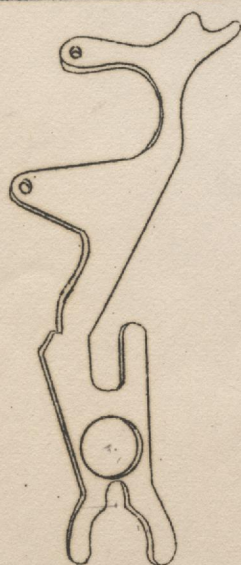


3314 1/8 OS

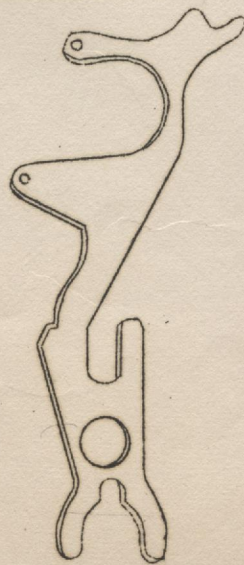


3811 1/4 OS

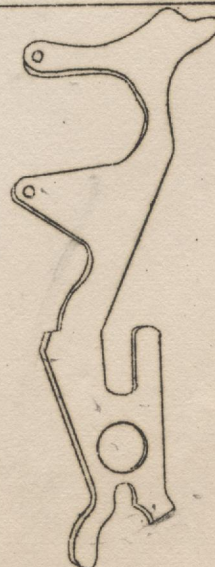
FOR	CHECK SPRINGS	USE
LX 160		2380x2
LX 200		2380½x2
LAX-160, LA-5-160		4380x1
LAX-200, LA-5-200, LA-6-200		4380½x1
MA-3, MA-4, MA-5		53800½x1
MA		3380½x1



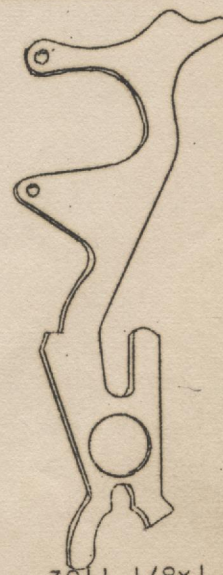
3811x1



3811 OS



3811 1/8 OS

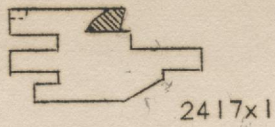


3811 1/8x1

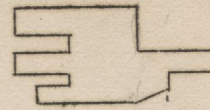
L MODEL
CARRY DOGS

NEW STYLE

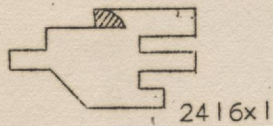
OLD STYLE



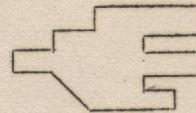
2417x1



2417 OS

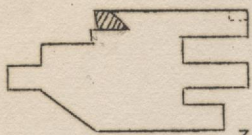


2416x1



2416 OS

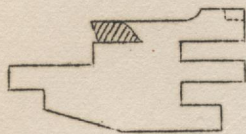
M MODEL



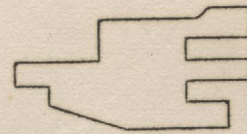
3416 NS



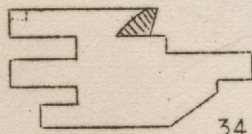
3416 OS



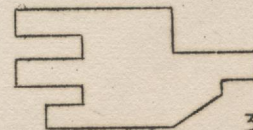
3416 1/4 NS



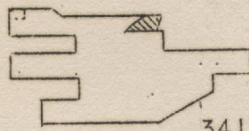
3416 1/4 OS



3417 NS

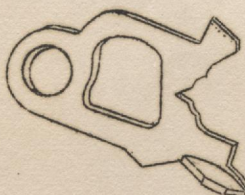


3417 OS



3417 1/4

WEDGES



2306 NS



2306 OS

F. M. Smith

General Service Manager